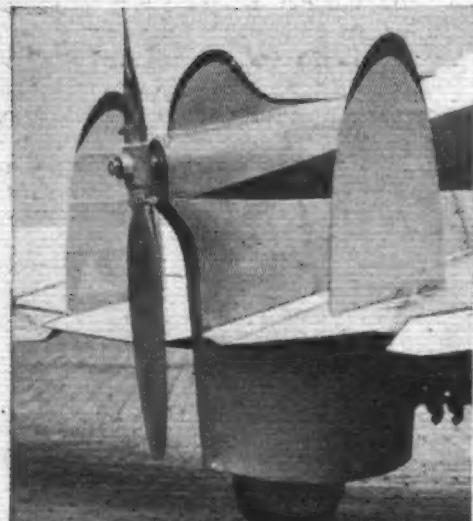


THE FOUR WINDS

ITEMS OF INTEREST FROM ALL QUARTERS



A PAIR of the new Heinkel He.116 transports, with four 240 h.p. inverted-vee engines, have been delivered to Japan for the Manchurian service.

A French army observation balloon was struck by lightning recently, and its two occupants were killed when it fell in flames at Bitche, near Strasbourg.

Miss Phyllis Dorothea Verdon-Roe, eldest daughter of Sir Alliot Verdon-Roe, is to be married to Flt. Lt. J. H. G. Sarll at Hamble on August 24.

A special Koolhoven F.K.49, which looks very much like a large Short Scion, has been supplied to Turkey. It is particularly interesting, because it is intended solely for survey work and is powered with two of the new Ranger inverted-vee engines driving v.p. Hamiltons.

According to *l'Intransigeant* the three Bristol sleeve-valve engines, Aquila, Perseus and Hercules, are to be manufactured under licence by Alsthom, the French Thomson-Houston Company.

ANOTHER PUSHER: Developed by Tuscar Metals, Inc., of New Philadelphia, this tailless two-seater cabin pusher is now under test. It is said to do 120 m.p.h. with a 95 h.p. engine.

A ten-foot motor dinghy was flown from Croydon to Brussels last week in one of the Curtiss Condors of International Air Freight. The freightage was £2 and the insurance 1s. 3d. The boat had been ordered only the previous day.

Mr. Philip Wills, of the London Gliding Club, recently flew from Heston (aeroplane-launched) to St. Austell, Cornwall, a distance of 206 miles. The British long-distance gliding record has been broken three times in as many weeks.

A new aeroplane factory is being built at Malton Airport, Toronto, by the National Steel Car Corporation. Work will be commenced by mid-summer on a Canadian Government order. Some 300 hands will be employed and large commercial and military machines will be constructed.

Lockheed Aircraft have put up a specially constructed six-seater transport adapted from the 12a for the U.S. Army Air Corps competition. It has a top speed of 230 m.p.h. with two P. and W. Wasp Juniors. The use of the machine is for transport of Army personnel or for training in multi-engine operation.

Dr. Eckner, accompanied by Dr. Issel, manager of the Zeppelin Co., is now in New York on business connected with the future of transatlantic air services and the smoothing out of difficulties in connection with the export of helium gas. He will be received by President Roosevelt. The U.S. Government has refused to supply the gas on the ground of its "military importance."

Twenty-five Years Ago

(From "Flight," May 10, 1913.)

"The great hydro-aeroplane built by Maurice Jeannson was tested at Trier on the Seine on April 29 and made one or two short flights on subsequent days, Colliex being the pilot. The machine is said to have attained a speed of 62 m.p.h. when carrying three passengers, and during one test it carried a useful load of 1,600 lb."



ATTACHED: Imported for the use of Col. Vincenzo Coppola, the Air and Military Attaché to the Italian Embassy in Washington, this Cant monoplane has three 110 h.p. inverted four-cylinder Fiat engines. It was assembled at the Floyd Bennett Field.